

RATTLE

Aug.-Sept. 10th, 1963

STATIONS
RAILWAYS

GREETINGS

September has come again and with it, time to get back to the Rattler. As you realize, there was no Rattler for Aug. so we are combining two dates in one - Aug-Sept.

This assumes no. 7-8. The first issue was no.4. The first news letters had no number, but have since been assigned no.1 and 2. for Feb and Mar respectively. This ends up the year with no. 11 for Dec., although there were only 8 issues printed.

Confusing isn't it ?

These deadlines come up so fast that there is never enough time to get together. The future of the Rattler seems secure but the Editor is a rather flighty person which could mean that when you expect, say the Oct issue, he could be in Vancouver or some other place quite remote from the "editorial offices" of this esteemed magazine. Bear with me fellows, I'll send you a card.

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Having run out of the original title pages, we have seen fit to produce a slightly revised version of the header. We hope it meets with everyone's approval. Which reminds me, (I don't know how) do any of you fellows have the first and second newsletters that were printed, that is, #1, Feb, and #2, Mar ? We would be most grateful to anyone having either or both as the files here in Edmonton and those in Montreal do not have copies. They would be returned to you after they have been copied. Look hard fellows it's quite important.

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MEETING

The monthly meeting of the Rocky Mountain Branch of the C.R.H.A. will not be held in it's usual location. Instead, would you present yourselves at Dunvegan Yards station on Tues., Sept. 10th, at 7:45 pm. From here you will be taken to the Air Brake Instruction Car for a talk by Mr. Comrie on air brakes. It should prove to be a very informative evening.

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Proposed Rapid Transit in Edmonton

On Friday, July 19th, 1963, the first details of a proposed \$100,000,000 rapid transit system for Edmonton were revealed.

The Bechtel Corp., who have made a complete study of Edmonton transportation, has proposed a system involving 25 miles of double track of which approx. 4 miles will be underground.

Stations, spaced about 1 mile apart in residential areas and about 1,800 feet apart in the downtown district, would total 26.

One feature of the system is that trains would be controlled by an automatic speed limit and dispatching system. 21 trains would be required for basic service, with peak service requiring another two sets of cars for each of the six lines.

Average time between trains: six mins., with a speed of 32mph

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News & Notes

Three new bridge contracts have been announced by CN for the Great Slave Lake Rly.

The first is the crossing over the Lutose Creek: 298 feet long and 60 feet high at mile 257.

The bridge at mile 270 crosses the Steen River on a bridge 304 feet long and 54 feet high.

The Jackpot Creek bridge at mile 277 is a timber trestle 103 feet long and 20 feet high.... As of June 17th, the Unity Sub-division has been operating under CTC. By fall, the track as far west as Arrdrossan will be using CTC.... 35 miles of the Brule Subdivision have reballasted.... Concerning the Master Agency - AS of June 1st, all stations on the Athabasca Sub. were incorporated into a program whereby all accounting and clerical work formerly handled by the on line agents are now handled by the offices in the city. Customers desiring service will dial long distance via a Zenith number- 00550, and the operator directs the call to the proper office for rates, car requirements, train service etc....

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News & Notes contd.

CN geep # 4310 and one of the 1200hp units, #1058, are presently on loan to the NAR. Occasionally a CP yard switcher is spotted moving cars in the yard. This brings to mind steam days on the NAR, when one could find CP5260 and CN 5114 and 15 along with quite a number of other engines in and around the big engineshed.

For those of you interested, here is a brief report on CN's Car-Go-Rail plan. Between Edmonton-Vancouver, Edmonton-Toronto-Montreal, it is now possible to have your car transported between these points on auto transport cars. These cars are shipped in a regular freight once a week. Passengers send their cars in advance of their departure and may claim them anytime after scheduled arrival time. Under the Car-Go-Rail plan, the price includes everything; your ticket, the car's ticket, meals and sleeping accommodations.

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Street Car No. 1

During the summer, restoration work on No. 1 came to a halt. However, a note from our project supt., John Guay, has given notice that work will resume shortly.

The fall and winter program will commence on MONDAY, SEPT. 30th at 7:00pm. at the Cromdale Car shops. We now have a deadline to meet: July 1st, 1964.

After many months of searching, Winston McDonald has located a street car with enough parts to make salvage worthwhile. The car has been used for a chicken house for some time. All types of brass fittings, complete stove, and seats in perfect condition. The seats had been removed to a loft and the Rattan covering is in very good shape. A work party is scheduled to remove the parts in the near future. Remember that date - MONDAY, SEPT. 30th, at 7.

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Thanks to the following: CN Area news, John Guay, Winston

McDonald.

Published monthly by the Rocky Mnt. Branch of the Canadian
Railroad Historical Association at 11215-109th St Edmonton

ON Sept. 1, 1964, one of the 12000 units, 41038, are presently on loan to the NAR. Occasionally a CP yard, whether it is spotted moving cars in the yard. This brings to mind steam days on the NAR, when one could find CP2250 and CP214 and it along with quite a number of other engines in and around the big engine shed. For those of you interested, here is a brief report on GW's Car-Go-Rail plan. Between Edmonton-Vancouver, Edmonton-Toronto-Montreal, it is now possible to have your car transported between these points on auto transport cars. These cars are shipped in a regular freight once a week. Passengers send their cars in advance of their departure and may claim them anytime after scheduled arrival time. Under the Car-Go-Rail plan, the price includes everything: your ticket, the car's ticket, meals and sleeping accommodations.

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Street Car No. 1

During the summer, restoration work on No. 1 came to a halt. However, a note from our project agent, John Gray, has given notice that work will resume shortly. The fall and winter program will commence on MONDAY, SEPTEMBER 14, at 7:00pm. at the Greenfield Car Shop. We now have a deadline to meet: July 1st, 1964.

After many months of searching, Stanton McDonald has located a street car with enough parts to make salvage worthwhile. The car has been used for a chicken house for some time. All types of brass fittings, complete stove, and seats in perfect condition. The seats had been removed to a loft and the Ratten covering is in very good shape. A work party is scheduled to remove the parts in the near future. Remember that date - MONDAY, SEPTEMBER 14, at 7:00pm.

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Thanks for the following: ON Airstream, John Gray, Stanton McDonald.

Published monthly by the Rocky Mountain Railway Society, 1000 1st St. S.W., Calgary, Alberta.